

FOR A FEW HOURS

The Santa Fe Operators Tie Up the Line.

CAUSED BY A FORGED DISPATCH

Chief Operator Ramsey Concludes to Run the Business Himself—A Proxy's Bad Break.

TOPEKA, Kas., Oct. 17.—At 8:10 to-night the following message was received here, bringing the telegraphers' strike to a sudden terminus:

"EMPORTA, Kas., Oct. 17.—To all operators and dispatchers: The message dated Galveston, Tex., October 16, signed D. C. Ramsey, has been proven to be a bogus message. All members will return to work on receipt of this message. This does not apply to men on the Gulf, Colorado & Santa Fe."

(Signed) D. C. RAMSEY, Grand Chief.

J. D. SOMERS, Chairman.

The men all returned to work.

Working Smoothly.

KANSAS CITY, Mo., Oct. 17.—At 7:40 o'clock this evening the strike of the Santa Fe operators was declared off and at 9 o'clock all the instruments were clicking as usual. The men went back to their keys on the receipt of a message from J. S. D. Severs, chairman of the committee at Galveston, Tex., saying that the message ordering the strike was a bogus one. Superintendent of Telegraph (member of the Santa Fe) received a message to the same effect from Chief Ramsey. Trains will be moving as usual tomorrow.

Explaining Dispatches.

St. Louis, Oct. 17.—Just as Mr. Ramsey was preparing to leave for Chicago a messenger handed him three telegrams. They read as follows:

TOPEKA, Kas., Oct. 17.—Mr. Ramsey, East St. Louis: A message dated Galveston, October 16, addressed to all the dispatchers and operators, signed D. C. Ramsey, ordering a strike on the Atchison, Topeka & Santa Fe system at 10 o'clock this morning was sent over the Santa Fe wires about 5:30 o'clock this morning. Inquiry shows that this message originated at Dodge City October 17. To all departments and operators:

The message from Galveston signed D. C. Ramsey, ordering a strike, is a fraud written by me simply for a joke on Manager Sweet. Signed,

B. N. BARBER, Operator.

Chairman Somers objects to issuing the necessary notice to operators to return to work until he hears from you, and is waiting for instructions from you. Please wire him at Emporia at once. Answer. (Signed)

R. B. GEMMELL, Superintendent of Telegraph.

GALVESTON, Oct. 17.—D. C. Ramsey: J. D. Somers wires that the Santa Fe system went out at 10 o'clock today on the strength of a message dated Galveston, October 17, signed by you. Wire him now to advise. We know nothing of the message and it is not official.

(Signed) E. S. TONEY.

When Mr. Ramsey read these dispatches he immediately sent a message to the men requesting them to return to work at once. Just before he took the train for Chicago he began receiving messages from different points along the road that the wires were once again at work and the trains had commenced to move. He wired the general manager of the Atchison & Santa Fe to have the operator who sent the bogus message arrested and he would prosecute him to the fullest extent of the law.

HOW IT ORIGINATED.

A Simon Pure Fake Causes a Big Loss of Money.

KANSAS CITY, Oct. 17.—A little after 10 o'clock this morning the Santa Fe operators in and about Kansas City received the message to go out. To many of them it was a surprise, but as soon as each man wrote the word "Ramsey" he took his hand from his instrument and from that time forth he was deaf to any business message over his ticker. All he could hear was when some brother operator called him up to talk about the strike. There are twelve operators in Kansas City, five at the freight depot, one on Union avenue, two at the Chicago crossing and the others in the yards.

At 10:10 o'clock, for all practical purposes, the line along the Santa Fe was as dead as though every one was grounded. The operators and train dispatchers at Emporia quit as promptly upon receipt of their bulletin as did those in Kansas City, and things at the Santa Fe yards there are in a nice tangle. One train of seven cars ready to go out was sent out this afternoon as a section of the through California express, and two others will be sent out in the same way.

Trains Tied Up.

Fifty train crews are lying there idle not being able to take out a train because they can get no orders. The Santa Fe passenger No. 3 due here at 12 o'clock this afternoon was reported to have been delayed by the strike. After that a message was sent enquiring about it and the answer from the train dispatcher came back: "Don't care anything about it. Don't care, everybody out on a strike. Get out."

While the Santa Fe people here claim that the strike will not delay business from this point, the facts do not bear them out in this statement. They refused to accept three trains of meat this afternoon and gave notice that for the present they would accept no more shipments of grain. They got no freight trains until 1 o'clock this afternoon, and those which were sent out will make slow progress as they are compelled to run by hand. Two operators in Kansas City refused to obey the order to strike. One in the Union avenue passenger office and one in the freight department at the Union depot, a well operator tried to win to the superintendent of telegraph at Topeka that he was ready to go to work but could get nobody to send the message for him.

Manager Robinson Talks.

TOPEKA, Kas., Oct. 17.—General Manager Robinson endeavored all the afternoon to convince the strikers that the telegram purporting to come from Chief Ramsey was a forgery. He said that it emanated from an operator at Dodge City, and produced the

following dispatch to substantiate his statement:

DODGE CITY, Oct. 17.—To All Operators and Train Dispatchers: The message from Galveston on the 15th inst. signed D. C. Ramsey ordering a strike is a fraud written by me simply for a joke on Major Sweet.

(Signed) H. N. BARBER, operator. The strikers place no credence in this dispatch and look upon it as a trick to induce them to return to work. They insist that it must be verified by Chief Ramsey himself before they will resume their duties. General Manager Robinson this afternoon gave out the following statement to the press:

"The trouble on the Gulf, Colorado & Santa Fe is over the company's rules and regulations, and we did not expect the strike. In fact, the strike was not ordered by Ramsey, but by Mr. Toney, of Vinton, who said he had authority to sign Ramsey's name. I had expected to meet Mr. Ramsey to advise with him about that matter as soon as he could arrange a date, but last week I was down in the Pan Handle country, and for three days was away from the railroad."

Toney is Hasty.

"When I returned I found that this Mr. Toney had turned up at Galveston, where the grievance committee was in session, and had given General Manager Wheeler twenty-four hours' notice to accede to the demands of the operators or else withdraw the strike. Mr. Wheeler could not reach me to lay the matter before me, and at every event we wished to lay the matter before the directors. Mr. Wheeler was powerless to do anything and Mr. Toney ordered the strike, which occurred on the Gulf, Colorado & Santa Fe last evening."

"Mr. Ramsey had telegraphed Mr. Wheeler that he would withdraw Mr. Toney as Mr. Wheeler had expressed a desire to have Mr. Ramsey and myself confer over the matter. I did not return to Topeka until yesterday morning and did not receive Mr. Wheeler's telegram until after the time for declaring the strike had passed. At 11 o'clock Sunday morning it appears that Mr. Toney printed still another schedule to Mr. Wheeler demanding that it be agreed to before noon. I was greatly surprised at all this because I understood that Mr. Ramsey and myself were to confer the latter part of this month. The company has been willing to make an agreement with its Texas operators similar to the one existing with the operators on the main system."

Texas Operators Still Out.

GALVESTON, Tex., Oct. 17.—The strike of the telegraphers of the Gulf, Colorado & Santa Fe railway inaugurated last night at 10 o'clock is still on, and present conditions show little prospect of an early settlement. The traffic on the entire system is seriously interfered with and it is only by a most vigorous attempt that passenger trains are now moving.

RIO GRANDE MEN WEAKEN.

Conductors and Brakemen Go Back to Their Places.

DENVER, Col., Oct. 17.—The strike of trainmen on the Denver and Rio Grande railroad remains unsettled, and there is no immediate prospect of an agreement being reached. The men remain at their headquarters at Salida and refuse to come to Denver to confer with the officers of the road, although a special train and free transportation were placed at the disposal of the strikers. It is hardly possible that the strikers will receive aid from the other divisions and local switchmen and operators deny that they have any intention of going out. They say the strike is all divided and they will not be able to do with it. The strikers will therefore hardly spread beyond its present limits.

This evening Superintendent Sample of the Rio Grande road sent a telegram to Division Superintendent Jones at Salida suggesting that strikers had been out long enough without any attempt at settlement and instructing him to order the trainmen to report to duty and take out trains and to report names of all who refused. At 10 o'clock answer was received that strikers and brakemen had refused to take anything but mail cars. There is no possibility of a settlement within twenty-four hours.

STILL IN ABEYANCE.

The Missouri Pacific Operators Waiting Word from New York.

St. Louis, Oct. 17.—The Missouri Pacific telegraphers, headed by Grand Chief Ramsey and Chairman Gillen, held another conference with George C. Smith, assistant general manager of the Missouri Pacific, beginning at 4 o'clock this afternoon and continuing until 10 o'clock. The conference broke up at 10 o'clock. A United Press reporter saw Mr. Ramsey and asked him whether it was true, as stated by Judge Springer, of the Atchison, that operators had been hoaxed, and had gone back to work after receiving a dispatch from him. He said:

"This is a not true. I have sent no dispatch of the character stated to Mr. Toney, who has charge of the matter. If he ordered the Atchison men out it goes. If the men have gone back to work without his order they will be called out again."

"Your understanding is, then, that the Atchison telegraphers are out?"

"Yes, sir, that is my understanding. I go to Chicago tonight and will be at the Palmer house, where I will learn more definitely what the situation is."

In reference to the position of all the other Missouri Pacific, Mr. Ramsey said that the Western division was expected tomorrow morning. No ultimatum has been given to the Missouri Pacific. George C. Smith was also seen and said that the telegraphers' demands had been reduced to about \$60,000 per annum and that he had recommended an advance of \$38,000 per annum.

"I expect to hear from New York tomorrow," he said. "If I do not hear then I expect that the men will work another day until I do hear."

For further details of the strike see the section in the Missouri Pacific and the Union Pacific line has not thus far become involved in the trouble. The contract with the order and the latter company was only signed on September 1 of this year.

Supreme Court Joins the Rush.

WASHINGTON, Oct. 17.—The supreme court of the United States reassembled today and at the conclusion of a brief session adjourned until next Monday when the case of Chicago and North Western v. Minneapolis will be heard in the decision of the world's fair.

KILLED IN A MINE

Five Workmen Are Suffocated by Mephitic Gas.

ANOTHER PALERMO HORROR

Two Gendarmes and a Woman Enter to Rescue the Victims and Fail to Come Back.

ROME, Oct. 17.—Five workmen in the sulphur mines near Palermo were suffocated today by mephitic gas. Several workmen who escaped from the mine called for help. Two gendarmes and the wife of one of the five men who had been left dying in the mine volunteered to go to the rescue. All three entered the mine. They have not returned and are supposed to have been suffocated. It is impossible to recover the bodies. No more persons are allowed to enter the mine.

ROBBED THE DEPOT.

COFFEYVILLE, Kas., Oct. 17.—The Missouri Pacific depot master at Caney was held up last night but the robbers got nothing. One of the party was arrested and brought here last night and taken to Independence this morning. He is a half-breed Indian who lives there. There is talk of organizing a vigilance committee there, but it is hard to decide who to take in. A troop of United States cavalry has been asked for to be placed on the border in this vicinity to assist in running down desperadoes. The town is guarded but everything is quiet. Kioher has received four more threatening letters but they are evidently the work of cranks, being postmarked at Kansas City, St. Paul, Chicago and Dallas, Texas.

ATTEMPTED TRAIN WRECKING.

A Turned Switch Nearly Threw a Train Into a Ditch.

MEMPHIS, Tenn., Oct. 17.—A mysterious attempt was made tonight to wreck the outgoing Louisville train on the Chesapeake & Ohio road, at the yards just north of the city limits. Attached to the train was a special car containing President Fish, Vice President Willing, Second Vice President Harrison, and other dignitaries. The train was en route north from a southern tour. At the scene of the accident is a lever switch. This the engine and two front cars passed safely, but the first sleeper and special car ran off, fortunately, however, without fatalities. One of the occupants beyond the brakes. It was found that the switches had been misplaced, but when or why it was done none of the yard men can tell.

MARRIED A PRINCESS.

A Sailor's Romance Reads Like a Dime Novel.

CLARKSVILLE, Tenn., Oct. 16.—Capt. E. A. Maynard, of the Morgan line of steamships, although only 22 years of age, has had a career of thrilling interest. He was born in England, sailed to America, and was a sailor for several years. He then became a merchant and is now a captain of a steamship. He is married to a princess and has a large fortune.

After a year's uneventful sea life he shipped with a vessel going to Hong Kong, China. A storm wrecked the ship near the Caroline islands. The officers and crew, however, all reached shore. The survivors were met by the sailors with yells. They received kind treatment and were distributed among the natives. Maynard's first appearance won the good will of the king, or chief, and he was taken to his home. The king had a daughter and an infant son. The king was almost constantly thrown. When he had acquired sufficient knowledge of her language to understand the princess he began to make love to her, and was received with favor by both daughter and father, and before long became the king's son-in-law.

The natives became reconciled to the king's manner of living. They lost all hope of ever getting back to civilization. About seven months after the wreck Maynard, with his friends, escaped in the boats they saved from the wreck. They sailed for Honolulu, after eight days of suffering. Soon after Maynard shipped on the steamer Aquana, a trader in the West Indies. He was wrecked and he and the captain escaped in their boat. In a short time Maynard secured a position on the Morgan line, but was again wrecked with the ship El Dorado near the Bahamas. He is now second officer on the steamer Alamo, which runs from New York to Galveston.

WILHELM'S ULTIMATUM.

Still Persists in His Position Regarding the Military Bill.

BERLIN, Oct. 17.—The emperor has signed Count von Caprivi's military bill and has empowered the chancellor to dissolve the reichstag in case it refuses to approve the measure. The imperial chancellor, the minister of war and the chief of the general staff are all fully agreed upon their object and the means of attaining it. As Prince Hermann, general von Verdy and Count Waldersee formerly were. They do not consider the two years' system as the end, but as the means to the end. The chief ends in view are the enforcement of universal liability to service and the enrollment of a younger class of men than at present as a rule with the colors. The contents of the bill were made known to the Prussian council of ministers a few months ago. The president of the Prussian ministry thoroughly agreed with the chancellor as to the political necessity of the bill and none of the ministers, not excluding the minister of the finance, has raised any objection.

POLITICS OR BUSINESS.

The Union Pacific Employees Must Resign or They Run.

OMAHA, Neb., Oct. 17.—The Union Pacific road will not allow its employees to take an active part in politics or hold office. Last week L. H. Wood, manager and George Abbott, republican

nominees for the coming legislature, and W. G. Beird, democratic candidate for senator, filed their resignations with the county clerk at Cheyenne.

This was brought about by a request from the general office in this city, that they either withdraw or resign their positions with the company. It is claimed that headquarters at politics and office holding distract attention from railroad duties. Some time ago Manager Secord, at Cheyenne, asked permission to be a candidate. Permission was refused. A few days later C. L. Hinkle accepted a nomination on the republican ticket for the legislature. As Hinkle is a subordinate of Secord, trouble resulted, and Hinkle was requested to withdraw or resign. He withdrew. As it is no Union Pacific employee any more, he is eligible for a year ago to be a Union Pacific employee meant political preferment.

FOR THE WORLD'S FAIR.

The Trunk Line Commission Working on the Western Rates.

NEW YORK, Oct. 17.—At the office of the trunk line commission today it was said that it would probably be two or three weeks before the executive committee would be able to definitely settle the rates for freight to take to the world's fair from New York. Commissioner Goddard, the chairman of the executive committee, said this afternoon that it was only a question as to the rate. The committee would probably settle that on one vote, but there was a great many complications involved in making an agreement of the sort contemplated, as a great many interests were involved that had to be considered, and it would be some little time before the matter could be finally arranged. So far as the rate to and from Chicago is concerned, Mr. Goddard said he did not think the people of New York need have any fear that it would not be cheap enough. The railroads had always treated New York fairly and they would certainly do so in this instance.

GROVER WON'T ATTEND.

He Thinks His Trip to Chicago Might Be Misconstrued.

CHICAGO, Oct. 17.—The following is a copy of ex-President Cleveland's letter declining the invitation to attend the dedication ceremonies of the Columbian exposition:

"NEW YORK, Oct. 17, 1892.

"Edward C. Grover, Secretary.

"MY DEAR SIR:—My response to your courteous invitation to attend the dedication ceremonies of the world's Columbian exposition has been long delayed. I should be very glad to be present on this interesting occasion and to show my appreciation of its importance. I have, however, been unable to do so solely as an ex-president of the United States. I am sure, however, that this is impossible and I am unwilling to undertake the trip which, from beginning to end, despite all efforts on my part would be regarded as a purely personal one. I have, therefore, declined the invitation. My general aversion to such a trip is overwhelmed increased in this particular instance when I recall the afflictive dispensation which detains at the bedside of his sick wife another candidate for the presidency. I have, therefore, frankly stated the reasons which constrain me to forego the satisfaction which the acceptance of your invitation would otherwise afford me. I hope in the light of a considerate and sympathetic sentiment which ought to be felt by all people, that these considerations will be deemed abundant justification of my action. Yours very truly,

GROVER CLEVELAND.

Celebrities Leave for Chicago.

NEW YORK, Oct. 17.—A large delegation of national celebrities left New York this morning for Chicago via the New York Central and the Lake Shore railways. The regular limited is coming in two sections. The second section carries Vice President Morton and party, ex-President Hayes and party, Governor Flower and staff, and is headed by the New York Central's monster new engine, No. 908, which has seven feet two inch drivers and weighs over 230,000 pounds. It is said to be the largest and fastest engine in the world. These trains are due in Chicago tomorrow at 9 o'clock. The distinguished foreign gentlemen on the train is Count Arco of Berlin.

NEED GYMNASIUMS.

The Standing Army Deficient in Physical Condition.

WASHINGTON, Oct. 17.—Gen. Frank Wheaton, commanding the department of Texas, in his annual report to the secretary of war says:

"Our army is composed to be of good material, well fed, well clothed, well paid and soon to be well armed, but the proper development of its physical condition will never approach that obtained in other armies until every post has its gymnasium and physical training ground. The Garza troubles at Fort Huachuca, the frequent reports of the assembling of isolated small bands of revolutionists with a view to violation of our neutrality laws, by invading Mexican territory, has required the greatest activity of our troops on the Rio Grande border. Our army has been performing faithfully under very trying circumstances."

Wheat in London.

LONDON, Oct. 17.—The Marklane Express says that English wheat has fallen one shilling in London, but nevertheless the average is 19 pence better than in the provinces, where there is a miserable preponderance of damp and untimely deliveries. It is estimated that more than one hundred thousand quarters of new wheat were sold last week at twenty seven shillings per four hundred and eighty pounds, being cheaper than Canadian peas and pea beans. For the past six weeks imported foreign wheat has averaged 62,000 quarters weekly, 52 per cent of which is American.

Railway Extension.

NEW YORK, Oct. 17.—It is reported in financial circles that arrangements have been completed for building the Illinois, Indiana and Michigan railway, projected by William Alden Smith, Thomas McClellan and others of Grand Rapids, Mich., to run from the northern Indiana state line to Chicago. Work to be actively undertaken this fall.

Read Will Speak in New York.

NEW YORK, Oct. 17.—It was announced today at the republican headquarters that ex-speaker Reed had telegraphed his willingness to speak on October 23 and 24 in New York. Chairman of speakers Reed assigned from Albany on October 23 and Syracuse on October 24.

BY TWO NEW ONES

Records Clipped by Nellie A. and Silicon.

A PHENOMENAL 2-YEAR-OLD

The Opening Day at Nashville Sees Some Great Racing—Fast Track, Small Crowd.

NASHVILLE, Tenn., Oct. 17.—The opening day of the fall trotting meeting of the Cumberland Park club witnessed the making of two new records. The weather was bright and warm, the track as fast as any in the country, and the four events brought to the string fields of the best horses in this class. There was only one thing lacking to make the day an all round success and that was a crowd. Nashville people are stuck on running races and the excellent program, bright weather and promises of exciting races brought only about 600 people to the beautiful park.

The 2:25 pace was won in straight heats by Elk Brown, who was an even money favorite. Only two was laid against fifteen for the last heat. In the first heat, Rubie Burrows pushed Ella to the string and the heat was made in 2:17. The mile dash for yearlings proved a sensation, Nellie A. winning in 2:29, which breaks the world's record for yearlings in a race. Nellie A. led by three lengths at the string and could have gone faster if necessary. Three to one was bet against Nellie A. and against confirmation, the world's record of 2:18 for two year olds in the first heat of the 7,600 stake and took the next heat in faster time and was picked up at the wire. The heat was made in 2:15 and there was great enthusiasm when the result was announced.

Pacing, 2:25 class, stake \$2,500. Ella Brown won, Stockwell second, Rubie Burrows third. Best time, 2:17. Mile dash for yearling trotters, worth \$1,500 to winner. Nellie A. won, Confirmation second, Egremont third. Time, 2:29, which breaks the world's record.

Two-year-old trot, 2:40 class, stakes \$7,500. Silicon won, Wilkes second, Tony Y. third. Best time, 2:15.

2:35 trot, purse \$1,000 (unfinished). Fred S. Wilkes won, Aline second, Bonnie Wetmore third, Belle Archer fourth. Time, 2:15.

NEITHER SIDE SCORES.

The Opening of the Championship Series Is Beautiful Ball.

CLEVELAND, Ohio, Oct. 17.—The Cleveland and Boston clubs played eleven innings this afternoon without making a run. Then it was found necessary to call the game on account of darkness. The hits made by either club were few and the pitchers had by all odds the brunt of the battle to bear. Both were in great form, having speed, good control and plenty of curves. Young pitched the entire eleven innings without giving a base on balls. While there was a lack of hits there were several good fielding plays, the most conspicuous of which was a remarkable good running catch by McLeer. Long made a sensational fly catch and Davis made great stops at third. The first basemen of both clubs played their positions admirably.

Zimmer and Virtue collided at one time while running for a fly ball and the latter was knocked down, but not seriously injured. The Boston found it impossible to steal bases on Zimmer, and the Cleveland got but one or two chances to try it on Kelly. The latter did not catch the most conspicuous of which was a remarkable good running catch by McLeer. Long made a sensational fly catch and Davis made great stops at third. The first basemen of both clubs played their positions admirably.

ANN ARBOR DEFEATED.

The University of Minnesota Wins a Hot Foot Ball Game.

MINNEAPOLIS, Oct. 17.—Foot ball teams representing the University of Minnesota and the University of Michigan met in a hotly contested game here today and the former won by a score of 10 to 8. The game was played in the rain, played in the mud and finished in the gloaming. It was by all odds the hottest contest of the kind ever seen in the northwest. Minnesota had the ball at the start and by a series of rushes put it back of Michigan's line within twenty minutes. The goal from the touch failed, but before the half ended Minnesota secured another touch down and a goal. This ended the scoring in favor of Minnesota. In the last half Minnesota succeeded in rushing another touch down and failed at the goal. Michigan then secured a touch down and goal through a brilliant run by Jewett, the colored player, and a safety by each side finished the game.

Opening Day at Belmont.

PHILADELPHIA, Oct. 17.—The fall meeting at the Belmont driving park opened today. Summaries:

2:30 class, trotting, purse \$200—Dearest won, Silver Belle second, Adah Look third. Best time, 2:24.

2:15 class, trotting, purse \$500—Billy A. won, Soudan second, Trotwood third. Best time, 2:14.

2:27 class, pacing, purse \$300 (unfinished)—Flax Hall won, Monroev second, Todd Mohawk third. Best time, 2:11.

Blooded Mares Bring Big Money.

NEW YORK, Oct. 17.—At a sale today of thoroughbred stock at Tattersall's, the chestnut mare, All Harts Round, was sold for \$4,000 to J. A. McDonald, the bay mare, Belle of Maywood, for \$3,000 to G. H. Keweenaw, the mare Ella T., dam of Ten Tray, by Bismarck,

for \$7,000 to W. Lakeland; the filly of the latter by Rayou Deer was sold to August Belmont for \$2,700.

LONG SHOTS WIN.

The Talent Makes a Killing at the Lexington Tracks.

LEXINGTON, Oct. 17.—The track was dusty and slow. The first and second races were taken by 15 to 1 shots, the third by a second choice and the fourth and fifth to odds on favorites. Summaries:

First race, seven-eighths of a mile—Interior won, Calhoun second, Coquette third. Time, 2:29.

Second, three-quarters of a mile—Tentena won, Annapolis second, The Queen third. Time, 1:17.

Third, one mile—Semper Rex won, Newton second, His Panna third. Time, 1:43.

Fourth, five-eighths of a mile—Evanston won. The Governor second, Linger third. Time, 1:03.

Fifth, one and one-sixteenth miles—Anna won, Laura Dorey second, Tenor third. Time, 1:49.

Races Finished at Toledo.

TOLEDO, Oct. 17.—The State Fair association's races unfinished Saturday were decided this afternoon. Results: Free-for-all pace or trot, purse \$350. Charles P. won, Silver Cloud second, Willard M. third. Time, 2:19.

2:34 trot, purse \$300. Miss Strathmore won, Zulu second, Almont Hatcher third. Time, 2:29.

MANY LIVES LOST.

The Wreck of the Steamer Bokhara in the China Sea.

LONDON, Oct. 17.—The Peninsular & Oriental Steamship Co.'s office in London has received the following dispatch: Hong Kong, Oct. 17.—The Peninsular & Oriental steamship Bokhara has been totally wrecked. The steamship was on a round island of the group known as the Pescadores, or Fishers' islands, in the channel of Fokien, in the China sea. The weather was terrible, and the raging waters quenched the fire on the steamer. The steamer was completely annihilated and the commander and a majority of the officers and crew were lost. Twenty-three persons only were saved. It is feared that those who were lost were mostly Europeans. The survivors will reach Hong Kong on Tuesday morning next. The steamship Ancona has proceeded to the scene of the wreck.

STILL MORE PROOF.

Additional Census Reports Show the Benefits of Protection.

WASHINGTON, Oct. 17.—The census bureau today issued preliminary reports on the manufacturing industries of Omaha, Neb. The average wages per hand increased from \$481 in 1880 to \$646 in 1890, or 49.3 per cent. In 1890 the number of establishments reported was seventy-seven, and establishments, 626, with a capital of \$15,625,000, 7,797 hands were employed, receiving \$4,797,000 in wages. The cost of materials was \$27,779,000. The products reached \$35,961,000 in value. Population, 140,452, an increase of 109,334 since the first decade. In 1880 there were forty-nine industries reported and 154 establishments, with \$1,335,000 capital, 1,868 hands employed, receiving \$726,000 in wages. The cost of material used was \$2,627,000. The product was \$4,280,000 in value. The assessed valuation was \$7,512,000 and the municipal debt \$227,000.

MEW CHOLERA CASES.

Hamburg Still in the Grasp of the Plague.

HAMBURG,